health seek to prevent their sale.

We now have in mind the results which follow the decay and decomposition of foods after they have been eaten, for unless digestion occurs within a reasonable time after our meals, decomposition sets

If dyspeptics will stop and consider for a moment some of the symptoms of their trouble, such as disagreeable breath, eructations of gas or bad taste in the mouth, they will understand that they all must come from decaying foods that ought properly to have been absorbed into the system. but, on the contrary, the relations between the higher officials of the road and himself Spots before the eyes; dizziness, sleep- are of the pleasantest character.

lessness, dyspeptic headaches are but a few of the effects following the absorption into the blood of poisons developed from decomposing and undigested food that lies It was a recognition of this important act that caused the Mount Lebanon

Shakers to devote so much of their time to the preparation of a remedy for dyspepsia, and nothing is more efficient than the Digestive Cordial which they have recently placed on the market. The importance of their invention will be appreciated when we realize what a pro-

partion of the community are victims of some form of stomach trouble. Thusands of pale, thin people have little inclination to eat, and what they do eat causes them pain Its action is so prompt that relief frequently follows the very first dose. It reores the appetite and increases the weight impness and strength take the place

civing away interesting descriptive pamph-

THE RATE AGREEMENT

CHICAGO LINES PROMISE TO HEED THE PRESIDENTS' ORDER,

But All Cannot Restore the Freight Tariff at Once-Several Contracts Made at the Recent Cuts.

There is friction over the recent agreefic Association lines. A freight official said yesterday that it seemed to him that there was but one way to make the freight officials of some lines maintain fair paying rates, and that was to discharge them; they appeared, he added, to study to devise some scheme to evade agreements and get | Peoria & Western. business in an underhand manner, on some trivial excuse. The understanding was that It now develops that two of the Chicago | tion to West Columbus. lines and one of the St. Louis lines have since July 8 been taking care of all shipall roads had ten days after July 8, instead L. M. Fuller, chief clerk in the office of George DeHaven, formerly general pascare of all freight contracted, or, in other senger agent of the Chicago & West Michiall roads had ten days after July 8, instead words, to consider such business in transit. | gan road, has succeded to the duties that It is now too late to take any action in the were discharged by Mr. DeHaven. matter, but in the future what an agree-ment means may be understood. Commisafter the following rules will govern freight forwarded at or prior to time of a change in rates. The report of the special committee will be acted on at the next meeting. The nittee, with the sanction of Commis-

First-Tonnage billed from points on connecting lines direct to points in or east of Central Traffic Association territory at to a reduction in rates shall be billed east of the junctions of Eastern and Western conductors' reports, and is well acquainted lines at the rates or proportions thereof in with every passenger conductor on the system effect prior to such reduction. Under this tem east of Pittsburg. rule it will not be permissible

under the pre-existing rates to such junc- no limit to its power or speed.

(b) To apply the reduced rates on through consignments of grain originating on connecting lines prior to a reduction, which is warded from elevators after a reduction in

nd-Tonnage billed at local rates to ons of Eastern and Western lines and ere disposed of or reconsigned to Eastern nts on or after the date of a reduction may take the reduced rates from said junc-

nctions with Eastern roads will incur the warded from the milling point. Freight officials at this point have re-

ceived copies of the suggested action that they may peruse the proposed governing rules and be prepared to vote on them at the next meeting. Shippers, as well as freight officials, are interested in the matpracticed to get around agreements where rates are to be advanced.

Yesterday the presidents' agreement to bsolutely uphold tariff rates from Chicago to the Atlantic seaboard went into effect. All the roads declared that they were keeping the strict letter of the agreement and that if any lapse from virtue had occurred it must have been in the office of ne sinful brother in the next block. A thing or nothing.

No More Commissions. Ticket agents and scalpers have received another severe blow, the Southern roads announcing that, after Aug. 1, no commissions will be paid by any Southern line. Both ticket agents and scalpers are de- Seaboard Air-line system. pressed over this action, as Southern comto the ticket agents the railroad companies over 1893 as does the Big Four. should increase their pay, as but few of them can live properly and dress themselves as they should on the salaries paid. Agents in Indianapolis have received, monthmoney in commission than their salaries. If it is true that such exorbitant commissions have been paid, it certainly is a relief to the roads to pay no more, and a company can afford to increase the salary of its ticket agents. Many of the general passenger agents affect to despise scalpers and take their commissions away. Many, if not all, will be forced out of business.

No Opening for Scalpers. Nearly all the lines of the Western Passenger Association were represented at Chicago, yesterday, when the meeting to consider the chances of demoralization resulting from the sale of Christian Endeavor tickets reconvened. Reports were read from all the lines, and the result was such that t was generally agreed that there would be no chance for the scalping of the regular rates. Chairman Caldwell was given auhority to test the market in Chicago or any other point in the association territory, and if he finds any danger of demoralization from the tickets of any one road or any number of roads he is to call the at-

tention of such road or roads to the mat-TO YOUNG

ROBS CONFINEMENT OF ITS PAIN, HORROR AND RISK. My wife und only two bottles. She was

sasily and quickly relieved; is now doing J. S. MORTON, Harlow, N. C. 1.00 per bettle. Book "TO MOTHERS"

PATIFIED REGULATOR CO., ATLANTA, GA.

A COMMON CAUSE of SICKNESS ter, and they will be made to protect comdeavor tickets.

New Combination of Railways. A meeting was held in New York yesterday of the representatives of both the Every one knows or ought to know that | reorganization committees of the Valley decayed foods are poisonous. Boards of Railroad Company, of Ohio, at which a compromise was agreed on. The details of the new plan are now being arranged and will be officially announced in a few days. It is believed that by this agreement the Valley railway, the Wheeling & Lake Erie, the B. & O. and possibly some others will be brought into the combination.

> Mr. Peck Has Not Resigned. E. A. Peck writes that the report sent out from St. Louis that he had tendered his resignation as general superintendent of the Kansas City, Fort Scott & Memphis, is not true. He has not tendered his resignation.

> > Pickled Horse Meats.

The Transcontinental Association has received a proposition from Portland, Ore., asking that the rates on canned and pickled horse meats in carload lots be established between Portland and all cities of the United States. The application follows closely on the application for new rates on live horses from Arizona common points

Personal, Local and General Notes. W. H. Green, a Panhandle engineer, is

The earnings of the New York Central for June were \$3,537,905, an increase over June,

R. B. F. Peirce, receiver of the Toledo, St. Louis & Kansas City, will return from the Pacific coast to-day.

of weakness and that care-worn expression which points out the dyspeptics in every community. The local druggists are now transferred from Tilton, Ill. John Lazarus, traffic manager of the Inlianapolis, Decatur & Western, who has

> for home to-morrow. H. P. Duel, who has been city ticket agent of the Union Pacific at Omaha since it was opened for business, has resigned. He has been in railroad service thirty-five

been in Europe for a few weeks, will sail

The Baltimore & Ohio Southwestern passenger earnings are showing a very healthy increase lately, indicating not only a returning prosperity, but a well-managed

The low rate of 31/2 per cent., at which the bonds of the Pennsylvania Railroad Company were placed, proves to have been the lowest rate ever obtained by an Amer-

Frank M. Shugert died at Buchtel, O., on Wednesday. He had been in the service of ment entered into by the presidents of the teen years as agent and in other responsi-

C. E. Walker, late master mechanic of the Toledo, St. Louis & Kansas City, has been appointed master mechanic of the Mississippi division of the Baltimore & Ohio Southwestern.

The officials of the Pennsylvania lines are gratified over the excellent prospects for a good corn crop on the Indianapolis & Vin-On Sunday the Belt road at Columbus

O., will be opened for business. It is ten all lines would restore rates to tariff July 8. service. The line extends from Trero Juncmiles long and will be used only for freight The Vanderbilt people say that it will be

ments contracted prior to that date, giving their friends to the convocation of the as an excuse that it was understood that Knights Templars in Boston.

Newell Martin, secretary of the Indianapolis Decatur & Western, who has been sioner Blanchard called together a special West several days looking after the con-committee to take this matter up, and here-solidation of the Indiana and the Illinois divisions, returned to New York yesterday. Pennsylvania passenger officials state that their business is very heavy. All the Panhandle through trains, when leaving Co-

> cars and the usual number of coaches and H. G. Booz, last Monday, completed his

lumbus, O., haul from five to seven Pullman

(a) For Eastern roads to bill freight rated at the shops at Altoona is in service haulthrough at the reduced local rates from ing the heavy fast express trains on the actions of Western roads and add thereto middle division of the Pennsylvania road, ortions chargeable by Western lines and its engineer says there appears to be

The Baldwin locomotive works, last week, delivered to the Philadelphia & Reading a new locomotive with but one pair of driving wheels; these being seven feet in diamestopped off while in transit for the purpose of cleaning, clipping, etc., and is refor-

The tlace-hour-and-fifteen-minute midday trains over the Cincinnati, Hamilton & Dayton, numbered 40 and 41, are becoming popular, and, it is stated, are on a paying basis. They were put on as an experiment, and the results have been quite satisfac-

Third-Mill products billed free under There is now a great rivalry between the milling-in-transit rules of Western lines to lines carrying Southern fruits to Northern markets as to time. Several carloads of ariff rates east of such junctions which fruit were shipped from Macon, Ga., on prevail when such mill products are for- Tuesday, to Chicago, and the distance, 883 | this rate too high, and in excess of the

The Baltimore & Ohio Southwestern people are expecting a very heavy passenger business, from both the East and West, to Louisville at the time of the National Enter, as often one shipper is placed at an advantage over another through the devices practiced to get around agreements where

The employes of the Indianapolis, Decatur & Western, on Saturday, will have their annual picnic at Montezuma. The employes and their families usually number 1,200 or more. Special trains will be run from each end of the road to accommodate them, and no freight trains will be run on Satur-

The order to carry, free, members of the | Mr. Gifford complained that the boards of | to be absent several weeks. number of grain carrying contracts have railway brotherhoods who present cards to been made which will prevent some of the date has been in force on the Vandalia for been made which will prevent some of the roads from absolutely maintaining the agreement before Aug. 1, but the majority of them declare that they will keep it as long "as the rest do," which means every-

It is reported that the Southern Railway Company has practically secured control of the Seaboard Air-line by purchasing the controlling interest of the Seaboard & Roanoke road, which carries with it the Roanoke & Gaston, the Georgia, Carolina & Northern and several other links in the

One of the gratifying features with the missions were their most fruitful source of Big Four is that its gross earnings are revenue. The action includes all railroads not only exceeding those of 1894, but of east of the Mississippi and south of the any previous year. The first week in July Ohio. This reduces the number of commister the road this year earned \$263,598, against sion-paying roads to but a few, and those s147,939 in 1894 and \$259,616 in 1893. But very not desirable lines to travel over. In justice few roads are showing increased earnings

> A meeting of the Chicago & Ohio River Association was held in Chicago yesterday to take action in the question of mileage tickets over which the roads in this association have been quarreling for a year back. An agreement was reached, which will be submitted, next week, to the presidents, who meet at Coney island. William N. Jackson, treasurer of the Union Railway Company, says that one of the most favorable features of the railroad situation is that so many of the roads have met their July interest, and he thinks no

trouble will be experienced in meeting the January interest, so marked is the improvement in business with a majority of the General Manager Heald, of the Chicago & West Michigan lines, announces that Mr. George De Haven has resigned the office of general passenger agent of those lines to accept the position of managing editor of the Chicago Mail, and, until further no-

tice, the business of the passenger depart-

ment will be in charge of Mr. L. M. Fuller, The early morning train via the Baltimore & Ohio Southwestern from St. Louis is much more of a success than was anticipated at the time it was put on. Passengers from St. Louis or points west of there find it very convenient to spend the evening in the city and get the sleepers at 10 or 11 p. m., arriving at Eastern points almost as quickly as by taking the earlier trains. W. I. Laird, traveling freight agent of the Chicago Great Western, is in the city lookng for business. He has just returned

and Kansas could hardly be more promising than at present, and that all over the Northwest the freight officials are in excellent spirits over the prospective heavy is now a resident of Boston, will be received T. J. Brooks, second vice president of the Pennsylvania Company, who was before the tax assessing board on Tuesday, has returned to Pittsburg, and in conversation with a reporter said that "the Indiana State Board of Tax Commissioners had raised the valuation of the property of the company until it is now the heaviest tax-payer in the State. Its property is valued at a little over \$22,000,000 by this board, which is more than the valuation of the

entire preferred stock of the company. The stock is now selling at 51 cents on the dolpetitors in such a manner that there would stock is now selling at 51 cents on the dolbe no necessity for the reduction of one- lar. Indiana collects between 5 and 6 per way rates anywhere to meet the Christian cent. of the entire gross earnings of the property." He declared that as far as pos-sible the company would refuse to make further improvements in this State.

J. F. Vallery, general traveling agent of the Chicago, Burlington & Quincy, is the city on official business. He says all reports from points on their system are that there will be immense crops, and the business of the "Q" this fall be a repetition of that of 1889, when the road handled its largest tonnage. He is advising every-body to buy C., B. & Q. stock, which is daily advancing.

The funeral of A. N. Towne, second vice president and general manager of the South-ern Pacific railroad, took place at San Francisco yesterday, and was attended by thousands of railroad officials, employes and friends. The pall-bearers were the oldest engineers and conductors on the road. The

All the Western roads are increasing their forces. Nearly, if not quite, all the old force on the Chicago, Milwaukee & St. Paul have been re-employed, and the same is true on the Chicago & Northwestern. The Union Pacific is opening its Cheyenne shops; the Chicago, Burlington & Quincy has largely increased its shop force, and the Omaha and the Missouri Pacific have increased the force in the shops and in the transportation department.

The authorities of Cairo, O., are giving the Cincinnati, Hamilton & Dayton people some trouble because they allow their trains to run through that place at a higher speed than four miles an hour. Two of the C., H. & D. engineers have been arrested and fined, and warrants are out for oth-General Superintendent Waldo has given the authorities to understand that if there is any more arresting of engineers all trains will run through the town with-

out stopping. Following close upon the sale Wednesday by the Lehigh Coal Company of over \$6,000,000 bonds in London comes the official announcement of a similar transaction by the Lehigh Coal and Navigation Com-pany. This corporation yesterday sold to Brown Brothers & Co., of Philadelphia, the American branch of the foreign house that took Wednesday's big issue, \$1,000,000 collateral trust bonds, bearing interest at 41/2 per cent., and redeemable in ten years in gold. They are a portion of an authorized issue of \$1,500,000, the other half million being reserved for future needs. The bonds were sold at par and accrued interest and will, no doubt, in due time be offered to the public. Of the money thus raised \$500,-000 will be used in liquidating the floating indebtedness. The remainder will be expended in improvement.

TAX BOARD'S SYMPATHY.

Pennsylvania Road Wants No Higher Assessment than the Lake Shore-C. & E. I. Pleads Slack Business.

The State Board of Tax Commissioners had a busy time of it yesterday. A half dozen representatives of the leading rail- to reach the officers. The case was conroads of the West appeared before the tinued until to-day. board and recited woeful stories of limited finances and excessive taxation. One of the arguments of the day was by Chief Engineer Rodd, of the Pennsylvania system. impossible to supply enough Wagner cars gineer Rodd, of the Pennsylvaina system to meet the demand to carry delegates and Mr. Rodd built the Union Station at this point, and was well known to the members of the board. He came on behalf of the ness, kept out of the way of the officers. Pittsburg, Fort Wayne & Chicago road, which corporation, he said, was not receiving fair treatment. He compared his committed at Broad Ripple. road to the Lake Shore, which was assessed at \$41,000 a mile on its main track. In 1894 the Lake Shore, with its 859 miles of track, earned \$20,000 a mile. The same amount was earned by the Fort Wayne road on fifty-two miles of track, but it was assessed at \$56,000 a mile. Mr. Rodd Big Four railway two years ago, and thought the road was assessed too high as brought suit for \$300. She got a judgment compared with other roads in Indiana. At in the Marion Superior Court, and the deany rate, he did not think the Pittsburg, | decision. Fort Wayne & Chicago should be assessed

at a higher rate than the Lake Shore. H. Lyford appeared for the Chicago & Eastern Illinois. During the Debs strike charged with a felony. last year, Mr. Lyford said, no other rail-Terre Haute, the home of Debs, and the American Railway Union was first organized on that point. The coal roads, he further said, are not doing the business they formerly did. The tonnage in 1893 was 2,-500,000, but in 1894 the tonnage decreased to 1,875,000. The road supports but one passenger train, which runs from Brazil, Ind., to Momence, Ill., and this train, the attorney averred, is losing money for the company. He thought the board could con-scientiously reduce the valuation of the road from \$23,000 a mile, the rate at which it was assessed last year, to \$12,000. Attorney Lyford, speaking for himself, believed that the only fair way of assessing railroad companies was on the gross receipts. The gross earnings of the Chicago & Eastern Illinois fell off one-quarter in 1894, and the taxes were 5 per cent, of the gross earnings. The attorney thought miles, was covered in thirty-four hours and | rate collected on other classes of property Governor Matthews took issue on this point, and declared there wasn't a farmer

in the State who did not pay more than a per cent. on his gross earnings, Edward Hawkins, of this city, talked to the board in the interest of the Chicago & West Michigan road. This corporation was assessed last year at \$12,000 a mile. Hawkins thought it should be reduced. Edgar Hall, tax agent of the Nickel-plate, spoke briefly on behalf of his road. The Nickel-plate has 151 miles of track in Indiana, which the commissioners last year valued at \$28,900 a mile. The board also heard H. N. Gifford, general manager of the Ohio Valley Telephone Company, which equalization in Floyd and Clark counties

had assessed the property too high. The Road Race to Matthews. The second bicycle road race from this city to Matthews, Ind., a distance of about | rive home the 5th of September. seventy-five miles, will take place next Sunday morning, unless the weather should be very unfavorable. The conditions are that there shall be twenty or more entries. and that nobody shall be barred. The first prize will be a lot, valued at \$125, in Matthews, and the second \$25 in orders on any merchant. The start will be made from No. 30 Massachusetts avenue, at 7 a. m. and the riders will be "checked off" at the courthouses at Anderson and Muncie. Entries can be made up to the time of the race to George N. Catterson, No. 24 Kentucky avenue, W. F. Clemens, No. 30 Massachusetts avenue, or Otis Birge, Indiana

Bicycle Company. County Board of Review Meets. The County Board of Review yesterday received the report of the World Building and Loan Association as to its paid up and prepaid stock. The amount returned was \$19,950. The association will pay the tax on the stock. The Indianapolis Ice Company apeared before the board to protest against its assessment on its ice. The board had made the assessment \$15,000, or 50 cents a ton on thirty thousand tons. The board decided to reduce the assessment to

Indiana National Guard Camp. The camp equipment at Fairview has been Guard, which goes into camp Sunday morning. The first regiment of troops will arrive Saturday evening about 4 o'clock. The soldiers will leave the train at the Union Station and take the street cars to the ceived. camp. Troops will arrive at intervals dur-ing Saturday night and Sunday. Monday morning camp life will begin in earnest. Brigadier General McKee will be in charge at Fairview, and will rigidly enforce army regulations and discipline.

Will Appel Resign To-Night? It is understood that the committees will from a Western trip, and says the corn, be announced at the meeting of the School hay and potato crops of Nebraska, Iowa Board to-night, and that some other matters of more than ordinary interest will come up. It was reported yesterday that the resignation of Commissioner Appel, who by the board to-night. President Martindale

> For Heavy, Sluggish Feeling Use Horsford's Acid Phosphate. It produces healthy activity of weak or ijsordered stomachs that need stimulating, and acts as a tonic on nerves and

M'CRAYTIED THE KNOT

STOPS A TRIAL TO SERVE CUPID WITHOUT A FEE OR A KISS

Dramatic Exhibition in the Criminal Court Room by an Ex-Convict-Koester Arrested at Last.

Judge McCray yesterday took a recess in he trial of a case in the Criminal Court for the more cheerful duty of uniting James Reed and Mrs. Mary Robinson in marriage. The Judge lost neither word nor sentiment St. Louis & Iron Mountain, and was to be directors of the Southern Pacific, prior to succeeded by W. W. Fagan, late with the funeral, met and adopted resolutions shaken hands with the couple, returned to the hands with the couple, returned to the head railroad manager. shaken hands with the couple, returned to the bench without giving the bridegroom a chance to say a word about a fee. It is known that he does not charge a fee for such services, and now that this is becoming known and the other judges are out of town, he performs marriage ceremonies frequently. The young women employed about the courthouse flocked in to see the nuptials yesterday, but the union was made almost while they were entering the chamber. They were visibly disappointed at the unromantic air that prevailed about the transaction.

MORE EVIDENCE OF A BAD LAW. Ex-Prisoner Wearing His Stripes

Shows Them to the Court. Prosecuting Attorney Wiltsie yesterday asked the court to nolle two indictments against William Kurtsch, who has just completed a term in the penitentiary. The defendant was in court, and when told he was free he made a statement to the court, asking that he be provided with better clothes. He took off his coat, which showed his prison shirt, bearing his num ber, back and front, in large letters. With such a badge it would be impossible for him to obtain employment. The court, of course, could do nothing for him, but expressed sympathy. The condition of the youth is another illustration of the workings of the new convict-release law. It has been suggested that the county commis sioners authorize the sheriff to buy prisoners a proper outfit of clothing, in order that no hindrance may be placed before the ex-convicts if they desire to go to work and do right. The Attorney-general has rendered an opinion that the wardens of the prisons should properly clothe the convicts as they leave, but they are not VIGOROUS EFFORT TO AWAKEN THE acting in accordance with the opinion. Governor.

Coburn, the Park-Avenue Burglar. James Coburn, a noted crook, was again in the toils of the law yesterday. He was arrested by detective Thornton, at the expiration of his three-months sentence in the workhouse, for having burglar tools in his possession, on a charge of having com-mitted the burglary at No. 636 Park ave-nue. J. F. Ward shot at the burglar as the latter was disappearing, and it was the pistol wound which caused the information

Koester Arrested at Last. Sheriff Womack yesterday arrested Otto Koester on a grand jury capias charging him with selling liquor on Sunday. The indictment was returned three months ago, but Koester, having quit the saloon busi-

That Sealskin Cloak Case Appealed. The appeal of Miss Tarquina T. Voss against the Big Four rallway and the Wagner Palace Car Company was yesterday filed in the Supreme Court. Miss Voss lost a sealskin wrap while traveling over the

Court Notes.

Sheriff Womack refused to accept the bond offered by Michael Bowler, who is The trial of Phil Zaph, under the Nicholroad property suffered as severely as the son law, is set for Saturday in the Criminal Chleago & Eastern Illinois. It ran into Court. The section in question is the one son law, is set for Saturday in the Criminal which relates to permitting outsiders to be in the saloon during illegal hours. Charles Hill, who is under arrest at New Albany, is wanted here for robbing a man

in the Grand Hotel in 1891, but Prosecuting Attorney Wiltsie thinks the witnesses could not now be found, and will make no effort to have Hill brought here for trial. New Suits Filed. Geneva M. Berry vs. John T. Berry; divorce. Abandonment. William J. Hayes et al. vs. Mary C Brown et al.; lien.

Clifford Allen vs. Adda Allen; divorce. Cruelty and deception. PERSONAL AND SOCIETY.

Mrs. A. J. Treat is confined to her home with a broken arm. Miss Ida Haugh, formerly of this city, is the guest of Miss Kerchival. Mrs. Jane H. Patterson will go to Madison next week, to visit old friends and rel-Miss Hattie Cleland will give a tea Saturday afternoon, in honor of her guest, Miss

Judge and Mrs. L. C. Walker left, yesterday, for Lake Chautauqua. They will be absent a month. Mrs. William H. Dye and Miss Elizabeth Dye left yesterday for Nantucket, for a visit of several weeks. Mrs. Chandler and sister, Miss Bessle operates in New Albany and Jeffersonville. | Cooper, have gone to Bay View, Michigan,

Mr. Harry Adams entertained a party of six gentlemen last Sunday at his summer cottage, at Lake Maxinkuckee. Mrs. E. C. Atkins and the Misses Atkins, who have been traveling in Europe, will ar-

Mr. and Mrs. Charles Sayles, of North Meridian street, left, Wednesday, for New York, and will sail Saturday for Europe. Mrs. Herbert Bennett and baby, of Colum bus, are the guests of Mr. and Mrs. W. H. Bennett, at their home on North Meridian Rev. C. A. Sargent, of Grace Cathedral,

and family left, yesterday, for the coast of Maine, where they will spend the next six Miss Lucy Ranney has joined a party of California friends, and, after a two weeks' trip to the Eastern cities, will sail for Eu-

rope, to be absent several months.

ing, and enjoyed the day in the woods, Misses Julia and Deborah Moore were the nostesses last night for a delightful porch party, to which a number of their young lady and young men friends were invited. It was the last of a series of three which they had given this week. On Wednesday evening, at the Wodruff Place Baptist Church, occurred the mar-riage of Miss Cora, daughter of Mr. and Mrs. W. H. Mock, to Mr. Arthur Culp. 30 cents a ton, or \$9,000. Mr. Holt is not interested in this company. The board will meet again to-morrow.

The bride was attended by Miss Lydia Degner and the groom by Mr. Fred W. Morgan, of Martinsville, Ind. The dresses of both bride and bridesmaid were of dainty white material, trimmed with lace and ribben, and each carried bouquets of roses. The ceremony was performed by the Rev. put in ship shape for the Indiana National A. D. Berry, immediately after which they were driven to their new home, No. 26 Ashland street, West Indianapolis, where the reception was held. The house was taste-

> Dr. and Mrs. J. H. Taylor gave a recep-tion last night at their home, No. 632 North Fennsylvania street, in honor of their guest, Miss Louise Pfafflin, of Austin, Tex. The grounds about the house were beautifully lighted with Chinese lanterns and headlights, making a scene like fairyland. The house was beautifully decorated with pink roses, sweat peas and palms. In the dining room, in the center of the table, was a large bowl filled with pink roses. Here ices and cakes were served. In the yard was a huge punch bowl, which was presided over by Miss Marjorie Taylor, daughter of the nostess. Mrs. Taylor was assisted in receiving by Mrs. O. H. Root, Mrs. T. H. Noonan and Mrs. James Dickson. During the evening the guests were delightfully entertained by the singing of Miss Pfafflin, who is a fine vo-

fully decorated with sweet peas and smi-

lax, and many handsome presents were re-

business man of Detroit, were quietly married, vesterday merning, at 10:30 o'clock, at the First Baptist Church, only relatives and immediate friends being present. The ceremony was performed by the Rev. C. H. Meron and their families; eight hours' ride with elegant train service direct to botel. Fishing, sailing, dancing and many new attractions this season. First-class orchestra always in attendance. Table and diving room service equal to any first-class hotel anywhere.

For descriptive circulars and rates, address.

A CRY FOR HELP

RESULT OF A PROMPT REPLY.

Two Open Letters that Should Suggest to Thousands of American Women to go and do Likewise.

[SPECIAL TO OUR LADY READERS.] "I am suffering, and need your aid. I have terrible pains in both sides of my womb, extending down the front of my limbs and lower part of my back, attended by backache and pains in the



tor says I must keep in bed. Now place myself under your care. I am only twenty-one years old, and too young to suffer so much." - MRS. CHAS. PARKER. The above letter was received by Mrs. Pinkham at Lynn, Mass., May 15, 1894, which received a prompt reply.

The following letter reached Mrs. Pinkham about five months later. Note LITTLE FALLS, MINN., Sept. 21, 1894.

"I deem it my duty to announce the fact to my fellow-sufferers of all female complaints, that Lydia E. Pinkham's treatment and Vegetable Compound have entirely cured me of all the pains and suffering I was enduring when I wrote you last May. I followed your advice to the letter, and the result is simply wonderful. May Heaven bless you and the good work you are doing for your sex!" -MRS. CHAS. PARKER.

All the druggists in town say there is a tremendous demand for Lydia E. Pinkham's Compound; and it is doing lots of good among the women. If you are sick and in trouble write to Mrs. Pinkham. Relief awaits you.

Dowell. The bride's gown was of brown cloth with trimmings of white broadcloth. She carried a bouquet of Bride roses. Mr. and Mrs. Paige were driven from the church to the train, and left at noon for Chicago, and, after an extended trip, will make their home in Detroit. Miss Reid was the founder of kindergarten work in Detroit, and has held a responsible position there at the head of the kindergarten schools. She will ctill continue her work in a philanthropic way. Mr. and Mrs. Paige have issued athome cards for the first two Tuesdays in October, at their home in Detroit.

The beautiful home of Mr. E. C. Atkins

on North Meridian street, was the scene, last evening, from 5 to 7 o'clock, of a charming tea given by his daughter, Mrs. Arthur Duell Gates for her sister, Mrs. Gladding, of Memphis, Tenn. The guests included the younger friends of the hostess The spacious rooms were beautifully decorated for the occasion with palms, roses and sweet peas. Mrs. Gates and Mrs. Gladding received their guests in the drawing room, in which the decorations were pink roses. They stood near the bay window, and, in their dainty gowns of organdy, with a background of palms, and the running fountain, made quite a picture. In the parlor Mrs. Gates was assisted by Mrs. John N. Carey, Miss Beatty and Miss Sue Winter. In the tea room, where the decorations were also pink, punch was served by Miss Rogers and Miss Albertson. The dining was decorated in yellow. At one end decorations were and yellow ices, cakes and bonbons were served. At the other end everything was in pink, with pink ices and bonbons, and in the center of the table was a long basket of roses, half of which were yellow and half pink. Mrs. Henry Wallace and Mrs. William Pirtle Herrod served the ices, and they were assisted by Misses Kate Winter, Mary Foster, Anna Hasselman, Lucy Herod and Miss Curry, of Kentucky. Among the guests from out of town were Miss Stein and Miss Henderson, of Lafayette, who are the guests of Mrs. John L. Griffiths. Miss Cleland's guest, Miss Johnson, and Miss Loughlin, of Cincinnati, who is the guest of Mrs. James Leathers.

Building Permits.

H. W. Miller, frame house, 1014 North Mississippi street, \$150. G. A. Schnull, improve brick building, 174 West Washington street, \$3,000. William Haueisen, repairs, frame house, Summit and Bates streets, \$300. William Haueisen, repairs, 242 South Meridian street, \$900. Henry Dollman, frame addition, William Frank M. Dell, frame house, 655 East Washington street, \$6,120. Lilly Varnish Company, brick addition, 10 Rose street, \$5.774. Otto M. Jenkins, frame house, Grand View avenue, \$1,800. avenue, \$2,000, Samuel R. Waters, frame house, Grand View avenue. \$1,450.

Bicycle Rider Rode Too Fast. Mrs. Corada, living at No. 27 Buchanan street, was knocked down by a wheelman at the corner of Washington and Illinois streets yesterday morning. The wheelman was making the turn at the corner at a very fast pace, and Mrs. Corada did not have time to get out of the way. She was injured in the knee and shoulder, and it was necessary to call the ambulance to take her home.

Change of Union Station Matron. Mrs. Whitcomb, who for several years occupied the position of night matica at the Union station, has resigned. Yesterday Superintendent Zion appointed Mrs. Andrew Shea to the place. Mrs. Shea's husband died of typhoid fever while holding a responsible position with the Belt Railway Mrs. Russel Seeds gave a picnic yester-day at Broad Ripple, in honor of her daugh-ter Marjorie's eighth birthday. The chil-dren went out at 9:20 o'clock in the morn-

A New Track at Roby May be located there shortly. The Home Brewing Company is running its popular product, "Columbia," on the same old track, and is gaining right along. They got a winner. Telephone, 1050 for bottled "Columbia" or "Home Brew."

The Coolest Place in Town. The Bates Barber Shop. Good barbers and the best of everything on earth.



SUMMER RESORTS.

HOTEL ST. JOSEPH ON THE BEACH St. Joseph, Mich.

Now open. The resort par excellence of the Lake Re-gion. Just the place for Ind anapolis business mer

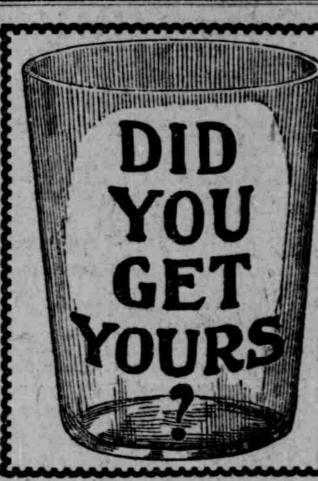


Is situated on Lake Maxinkuckee. Indiana, in a beautiful park of 80 acres, containing campus, fine cours for cavairy practice, track for bicycle and sprinting races, lawn tennis and base ball grounds, gymnasium [70x80 feet], six flowing artesian wells, etc. The lake is one of the most beautiful in the United States covers an area of about 12 square miles, is wholly fed by springs, has beautiful gently sloping sandy beach, and is a most pleasant and popular summer resort, affording opportunity for all kinds of aquatic sports. The Academy and Dormitory building is complete in every particular, entirely new, ABSO-LUTELY FIRE PROOF, finished in hard wood, heated by steam, lighted by electricity, has hot and cold water baths, lavatories, and all toilet conveniences. The course of study thoroughly prepares cadets for college, scientific schools, business, West Point or Annapolis. The Academy is under the supervision of a West Point graduate and ex-army officer of large experience in teaching, who will have direct control of the discipline of the cadets.

For further information and catalogue address. Colored Matters

For further information and catalogue address: Culver Military Academy, Marmont, Ind.





dred and Thirty-four Packages sold in 1894, which made 15 Million, 674 Thousand, 7 Hun-dred and Thirty-five Gallons of HIRES'

Million, 134 Thousand, 9 Hun-

Rootbeer or 313 Million, 494 Thousand, 7 Hundred glasses, sufficient to give every man, woman and child in the United States, five giasses each—Did you get yours? Be sure and get some this year? The whole family will enjoy it. A 25 cent package makes 5 gal-lons. Sold everywhere. Made only by

The Chas. E. Hires Ce., Philada

Tools,

GEO. MEYER, Secretary.

"A FAIR FACE MAY PROVE A FOUL BAR-

GAIN." MARRY A PLAIN GIRL IF SHE USES SAPOLIO

THE MOELWAINE-RICHARDS CO., WROUGHT-IRON PIPE and BOILER TUBES

uas and Snow Steam Pumps, Mill Supplies.

ALBERT P. NOLL, Iresident.

62 & 64 West Maryland Street.

COPY OF STATEMENT OF THE CONDITION

Samuel R. Waters, frame house, Ashland Teutonia Insurance Comp'y

On the 30th Day of June, 1895. Located at No. 217 Camp street, New Orleans, La.

The Assets of the Company are as follows: Cash on hand and in the hands of agents or other persons..... Bonds owned by the company, bearing interest at the rate of - per cent., as per schedule filed, Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior in numbrance. Debts otherwise secured..... Debts for premiums.....

Losses adjusted and due.

Losses adjusted and not due.

Losses unadjusted.

All other claims against the company

Amount necessary to remsure outstanding r.s'is I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentions a company on the 3sth day of June, 1896, as shown by the original statement, and that the said original statement is now on file in this office. [SEAL-] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 17th day of July, 1895.

COPY OF STATEMENT OF THE CONDITION.

OF THE UNITED STATES BRANCH OF THE Scottish Union and National Insurance Company

On the 30th day of June, 1895.

Located at No. 197 Asylum street, Hartford, Conn. MARTIN BENNETT, U. S. Manager. Home Office: Edinburgh, Scotland.

The amount of its capital paid up is..... THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons

Bonds and stocks owned by the company, bearing interest at the rate of - per cent. as per schedule filed, market value Loans on bends and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

LIABILITIES. osses unadjusted.
csses in suspense, waiting for further proof.
All other claims against the company.
Amount necessary to reinsure out tanding risks.

The greatest amount in any one risk, \$20,000. State of Indiana, Office of Auditor of State: . I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1805, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony wherebf, I hereunto subscribe my name and affix my official seal, this 15th day of July, 1805.

A. C. DAILY, Auditor of Sinte.